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	2.	• The assignment of positions had caused a disagreement between Dr. Kudolph, Scheinost and Pohl who was pushed aside by Dr. Scheinost. Pohl was Professor Baade's deputy and also commercial manager and section chief for aircraft construction.								
	3.	The frequent visits by VPL off a connection between the VPL a had to show the visitors also conferred with them. Some the Material Office.	nd the construct around at the	Material Office.	esigned to					
	4.	Some of the 30 to 40 engineers Fall of 1954 had left again. I the VPL. These engineers had e training or they had come from	t was said that ither just comp	t they were transpoleted their tech	nical					
	5.	By 7 January 1955, any product still out of the question. Bei developments, the returnees we activities.	ng afraid of d	isadvantageous po	T T C T C ST T					
	6.	for the returnees	from the USSR	in Pirna were ar	ranged 25X1					

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	the had retain July 1954 were to aid in street salary received to les in a in October were to aid 80 recent, so of 1952 were to receive recent of eir last aries. It was not officially knowlet whether the rangement would become effective.	
7.	The discharge of 50 members at the Construction Office of the Warnowwerft (ship yard) was linked to actions taken for an aircraft construction at Pirna. Many former aircraft designers were working at the Warnowwerft. The Aircraft Construction Office was to be transferred from Firna, as was rumored, either to Cottbus or to the former Bachmann Werft in Ribnitz.	25X1
8.	the Department for the Supervision (Plant, started to work at the Pirna Construction 1954. Both engineers had returned from the USSR already prior to 1953.	
9.	The foundations and ruins of the former Junkers building along the railroad line at the southern border of Dessau airfield were still being blasted. Construction material was shipped to the place. Steel and concrete girders stored in this area were loaded by two cranes and shipped away. The work was carried out by the Kreisbauleitung. It was unknown, however, whether new buildings were to be erected here. The fence south of the road was being repaired.	
LO.	The inn-keeper from opposite the former JUMO Plant in Dessau stated that, starting on 20 October 1954, construction materials including cement, lime, and bricks were being shipped to the area of the former JUMO Plant. At the same time large labor brigades from Bau-Union Halle were doing unloading and storing work at the site, while only small labor details of Bau-Union Dessau were doing clearing and blasting at the plant.	25X1
	A construction engineer working at the plant stated that 10 million bricks from the excess production of the brickyards had been shipped to the plant by the end of 1954. The shipments arrived at night by returning cars of the sugar-beet harvest. The KVP quartered in the buildings of the former JUMO Plant helped unloading the bricks.	
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	Setween 20 December 1954 and 5 January 1955, th	era were no activities
•	at the Pirma Construction Office. On 20 December	er, about 70 returnées
	from the USSR were in Professor B.C. Basde off nomination as a professor. Professor Basde indi conditions might possibly necessitate a transfe Office either to the Polish border or to Poland Professor Basde visited the USSE for about a we included Professor Richter (fnu) from the Dresd Technology and Henry served, chief of the 18th Evermann(fnu) was Henrion's	cared that the political or of the Construction I. In mid December 1954, eek. Badde's staff len Institute of Administration
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- 4. Come of the 30 to 40 engineers who had been hired by the office in the Fall of 1954 had left again. It was said that they were transferred to the VPL. These engineers had either just completed their technical training or they had come from the IFA Engine Plant in Chemnitz.
- 5. By 7 January 1955, may productive work at the Construction Office was still out of the question. Being afraid of disadvantageous political developments, the returness were disinclined to initiate the work activities.
- 6. The calaries for the returnees from the USSR in Pirma were arranged as follows:

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These experts who had returned in New 1954 were to be paid to each tarks 90 percent of their law subtary specially in rubbes in the USSR, those who had returned in Colorer tere to be paid 80 percent, and the returned of 1952 were to see ever 60 percent of their list rubb saleties. It was not efficially known yet whether this arrangement would become effective.

- 7. The duscharge of 50 nowbers at the Construction Office of the Warnetterft (ship yard) was littled to actions taken for an aircraft construction at Firma. Many former aircraft designers were working at the Garnowserft. The Austraft Construction Office was to be ransferred from Pirna, as was removed, either to Cottbus or to the former Bacamean Wenft in Riba to.
- 5. Tag. Karl Silbernagel, a Former to influent chief for ruseiage construction at the Arabellant in strandenburged ling. Ernst Ortel, former chief of the Depression for the Depression of Arawings at the Brance... giride Plant, searted to work at the Pare Committee Conflice in November 1954. Both engineers had received from the USCA where they had worked already prior to 1953.
- 9. The foundations and ruins of the Sc is: Sunkers building along the ruilroad line at the scuthern borde, of Dessau airfield were still being blasted. Construction material was a typed to the place. Steel and concrete girders stored in this area here loaded by two cranes and shipped away. The work was carried so by the Kreisbouleitung. It was unknown, however, whether new lad lings were to be erected have. The fence south of the road was being repaired.
- 10. The inn-keeper from opposite the former TUMO Flant in Dessau stated that, starting on 20 October 1954, construction materials including dement, lime, and bricks were being shipped to the area of the former JUMO Flant. At the same time large labor brigader from Sau-Union Halle were doing unloading and storing work at the site, while only small labor details of Bau-Union Dessau were doing clearing and blasting at the plant.

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